International STr> in Jabalpur

1802. SHRIMATi RATAN KUMARI: Will the Minister of COMMUNICATIONS toe pleased to state:

(a) whether Jabalpur (Madhya Pradesh) is likely to be connected with some foreign countries with direct telephone connections in the near future; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI SANTOSH MOHAN DEV): (a) Jabalpur (MP) is already connected with foreign countries for direct dialling facilities.

(b) The names of the foreign countries linked with India for direct dialling facilities are given below: —

1. Australia
2. Austria
3. Belgium
4. France
5. West Germany
6. Hong Kong
7. Italy
8. Japan
9. Malayasia
10. Netherlands
11. Singapore
12. Turkey
13. U.K.
14. U.S.A.
15. U.S.S.R.
16. ZimbaWe
17. Zambia
18. Kenya
19. Botswana
20. Bangladesh.

Management of ttTs

1803. SHRI J. P. GOYAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have taken any steps to improve the governance and management of HTs in the country; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI): (a) and (b) The IITS are governed by the Indian Institutes of Technology Act 1961 (Amended in 1963) and the provisions therein. In accordance with the powers contained in the Act, the President of India, in his capacity as Visitor, had appointed a Review Committee in 1983 to review among other things matters related to management and governance of the IIT System, management structure etc. The Committee after detailed study of the IIT System and close interactions with the various representative groups have submitted their Report to the Visitor recently. The recommendations of the Review Committee will help the IITs in their further development.

Levy freight charged on coal by Eastern Railway

1804.. SHRI SURAJ PRASAD; Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Eastern Railway levies freight charges on the coal wagons in excess of their capacity to the extent of two tonnes as penalty whereas the Centr»l Railway take penalty charges at 3 tcnnes beyond the capacity;

(b) if so, what are the reasons for the disparity and what remedial steps are being taken to put the freight charges as penalty at uniform rates by these two railways; and

(c) whether it is a fact that the Northern Railway charges such penalty on the excess capacity only for Faiidabad and not for Bahadur